

# **Enterprise Land Use Plan**

Adopted  
October 23, 2014



**RESOLUTION  
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS  
ADOPTING AN UPDATE OF THE ENTERPRISE LAND USE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, Enterprise in Clark County, Nevada are well established, but still evolving communities and the Board directed the amendment to the Land Use Plan; and

WHEREAS, a final draft copy of a report entitled the "Enterprise Land Use Plan" as approved with a super-majority vote by the Clark County Planning Commission, has been received by the Board as specified in the Nevada Revised Statute 278.220; and

WHEREAS, on October 22 and 23, 2014, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

1. That the Clark County Board of County Commissioners does adopt and accept an update of the Enterprise Land Use Plan with the following changes:

a. The Enterprise Land Use Plan has been changed to include land use category descriptions, goals and policies, administrative procedures and a descriptive land use map.

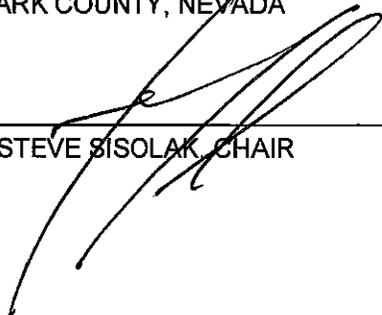
2. That the planned land use categories as set forth in the map legend do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area Enterprise's suitability for particular uses, the availability of sewer, water and other required resources, and recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

3. That when a zone reclassification includes a request for a zoning classification or district which is not within the range of land uses and residential densities indicated for the subject parcel in the Plan, the applicant shall have the burden of establishing that the request either complies with the Plan, or that exceptional circumstances or conditions apply to the property in question which warrant a deviation from the Plan. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Board of County Commissioners adopts the Certified Draft copy of the report entitled the "Enterprise Land Use Plan", as an amendment to the Clark County Comprehensive Plan.

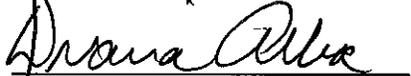
PASSED, ADOPTED, AND APPROVED this 23rd day of October, 2014.

CLARK COUNTY, NEVADA

By: 

STEVE SISOLAK, CHAIR

ATTEST:



DIANA ALBA  
COUNTY CLERK

**RESOLUTION  
OF THE CLARK COUNTY PLANNING COMMISSION  
ADOPTING AN UPDATE OF THE ENTERPRISE LAND USE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, Enterprise in Clark County, Nevada is a well established, but still evolving community and the Board directed an update of the Land Use Plan; and

WHEREAS, on September 16, October 7, and October 9, 2014, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220 on the planned land uses and related policies;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

1. That the Clark County Planning Commission does adopt and accept the updated plan including land use category descriptions, goals and policies, administrative procedures and descriptive land use map, which is entitled Enterprise Land Use Plan.

2. That the Planned Land Use categories as set forth in the Plan legends do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area, Enterprise's suitability for particular uses, the availability of sewer, water and other required resources, recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

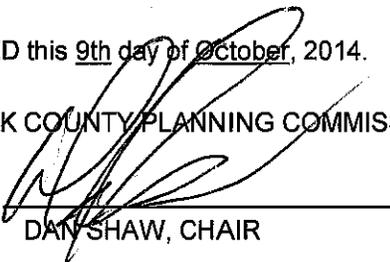
3. That when a zone reclassification includes a request for a zoning classification or district which is not within the range of land uses and residential densities indicated for the subject parcel in the Plan, the applicant shall have the burden of establishing that the request either complies with the Plan, or that exceptional circumstances or conditions apply to the property in question which warrant a deviation from the Plan. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Planning Commission submits the certified copy of a report entitled the "Enterprise Land Use Plan", which is an amendment to the Clark County Comprehensive Plan, to the Board of County Commissioners for their endorsement, adoption, and certification.

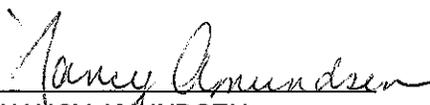
PASSED, ADOPTED, AND APPROVED this 9th day of October, 2014.

CLARK COUNTY PLANNING COMMISSION

By:

  
DAN SHAW, CHAIR

ATTEST:

  
NANCY AMUNDSEN  
EXECUTIVE SECRETARY

## ACKNOWLEDGEMENTS

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### **Clark County Board of Commissioners:**

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Larry Brown, Vice-Chair  
Susan Brager  
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Chris Giunchigliani  
Mary Beth Scow  
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# **Introduction**

## **State Law**

In accordance with Nevada Revised Statutes (NRS) Clark County is required to prepare a master plan “for the physical development of the city, county or region” (Nevada Revised Statutes (NRS) §278.150). To help in the physical development of the County the master plan may include a variety of subjects that range from Community Design to Transportation. In December 1983, the Board of County Commissioners adopted the Clark County Comprehensive Plan, which established a policy for separate town plans. This document is a land use plan for the Enterprise planning area and consists of policies and maps, which provide for general development patterns. The Plan is in accordance with N.R.S. §278.160 (1) (f) and is a part of the Land Use Element of the Clark County Comprehensive Plan.

## **Background**

The Enterprise planning area consists of approximately 42,751 acres or 66.7 square miles. It is generally bounded on the north by the unincorporated Town of Spring Valley, on the east by the City of Henderson and the unincorporated Town of Paradise, on the south by the South County planning area and on the west by the Northwest County planning area. Blue Diamond Highway (State Route 160), Clark County Route 215 and Interstate 15 serve as the major transportation corridors within the Enterprise planning area.

As of July 2014, the Enterprise area had approximately 176,567 residents. Enterprise has experienced many changes in the past several years, with considerable new residential development. There is still a demand for commercial and employment base development in the area.

## **Purpose of the Plan**

The Enterprise Land Use Plan is a guide for decisions by the Enterprise Town Advisory Board (TAB), Planning Commission (PC), and Board of County Commissioners (BCC) concerning growth and development. Additionally, it serves as a resource for the private sector in making informed decisions about existing development and potential locations and characteristics of future development. This information is conveyed through existing conditions and specific land-use categories and maps. The Land Use Element of the Comprehensive Plan consists of goals and policies used in the development of the land use plan. The plan compliments other elements in the Clark County Comprehensive Plan.

## **Land Use Plan Update Process**

The update process for the land use plan is designed to encourage community involvement by creating forums to review, discuss, and share ideas, opportunities, and concerns about the

Enterprise area. The process included two “open house” style workshops for all Enterprise property owners and interested parties. The process also included meetings with a Technical Advisory Group to further develop and refine the draft land use map which was developed after the first open house. The Enterprise plan update team kept the public and Town Board members apprised of the update schedule to encourage public involvement.

After the final draft plan was completed, the plan was taken through the adoption process. The adoption process consisted of formal public meetings before the Enterprise Town Board, Clark County Planning Commission and Board of County Commissioners.

# Chapter One – Existing Conditions

## Introduction

Existing Conditions were evaluated to provide information on development potential and constraints in Enterprise. This included evaluation of the natural and built environments, public facilities and service conditions, and population. A summary of the materials evaluated is included in this chapter.

Individual sections reflect how each topic influences the possible density/intensity of land uses within the community. Information for this report was collected from April through September 2014. Individually, each topic may not significantly limit community development; however, when combined with other factors, critical areas of opportunity or concern may appear. The information has been used to determine the development constraints and opportunities within the Enterprise Land Use Planning Area and constitutes a rational process in the identification of issues and development opportunities for the community.

The natural conditions existing in the developable areas of Enterprise present few constraints that cannot be mitigated through engineering. Several conditions such as the severe slope areas in and along flood plains, the subsidence faults in the planning area, as well as the flood zones directly adjacent to the washes that traverse Enterprise may constrain certain types of development.

Clark County is divided into six Community Districts in order to establish criteria for the provision of County service levels which are particularly suited for different geographic areas. District One is defined as a “regional economic base and employment center” and District Two is defined as “the urban growth area.” These District designations indicate that there are sufficient services for development. District Three indicates a shortage of available services for immediate development. Land in this category would include property shown as the future development/rural open space. District Six shall include the property shown as open space and conservation districts, or land which has a slope in excess of 12%. Portions of Enterprise are within Community Districts One, Two, Three, and Six.

## Demographics

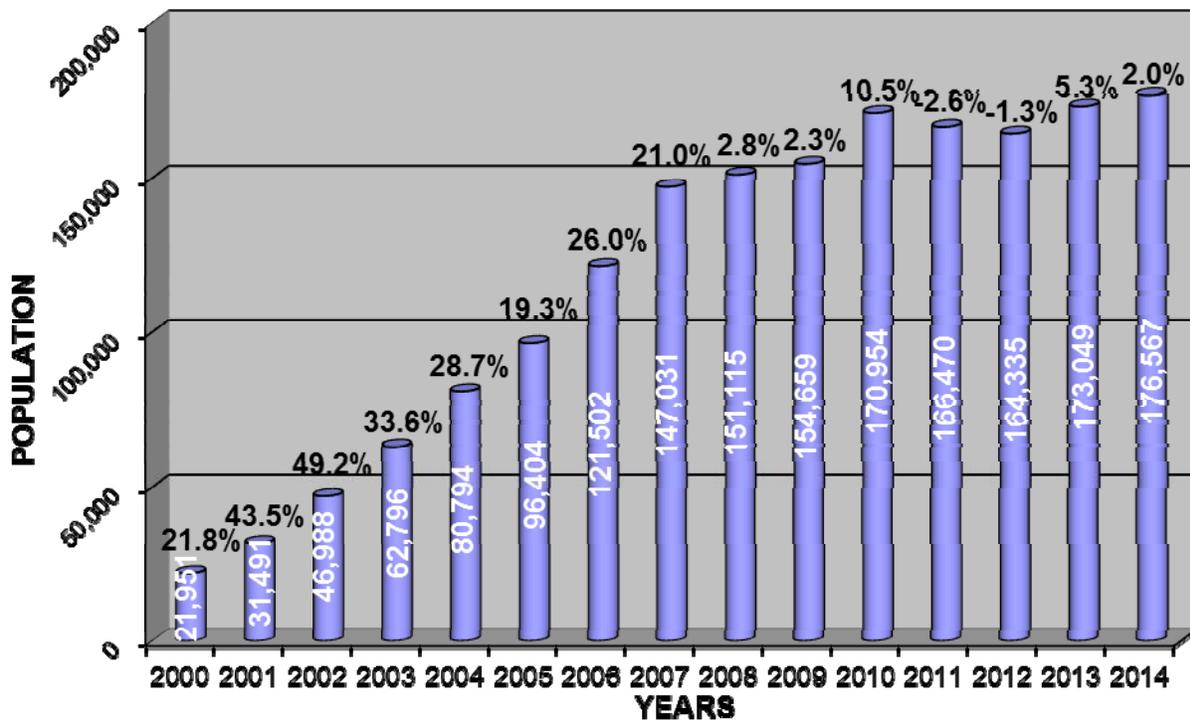
The population information used in the Enterprise Land Use Plan was created from demographics compiled in the Department of Comprehensive Planning.

### **Annual Population Growth Rates 2000 - 2014**

The graph below shows the population change and growth rates for Enterprise from 2000 to 2014. In 1990, approximately 5,505 people lived in Enterprise. By 2000, 21,951 people lived here. Clark County Department of Comprehensive Planning estimates that approximately 176,567 people live in Enterprise as of July 2014. This represents an increase of 154,616 persons or 704% over 14 years. Even with a few years of population loss during the economic downturn, the average annual growth rate since 1990 is 16.4%. Since 2010 the rate has dropped to 0.9%.

Future projections show Enterprise will have a continued population increase at the end of the five year planning cycle.

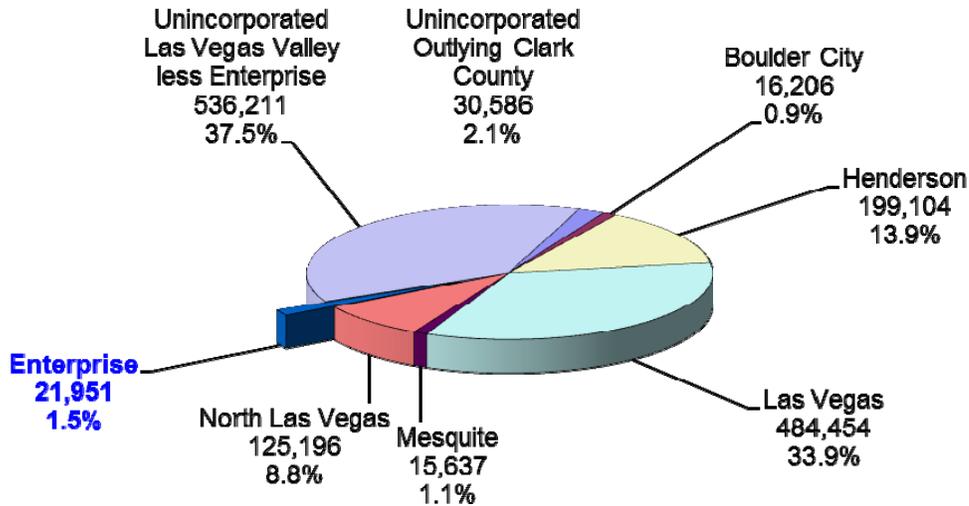
**Enterprise Annual Population and Growth Rates 2000 - 2014**



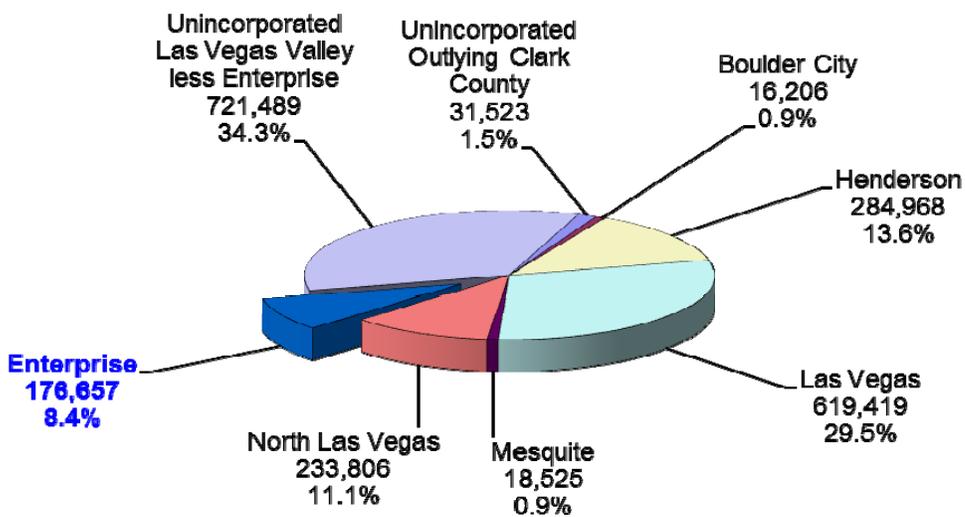
## Population in Relation to Clark County

The figures below shows the distribution of population in Clark County and highlights Enterprise. In 2000, Enterprise included 1.5% of the Clark County population. In 2014, Enterprise was 8.4% of the County population.

### Distribution of 2000 Clark County Population by Jurisdiction



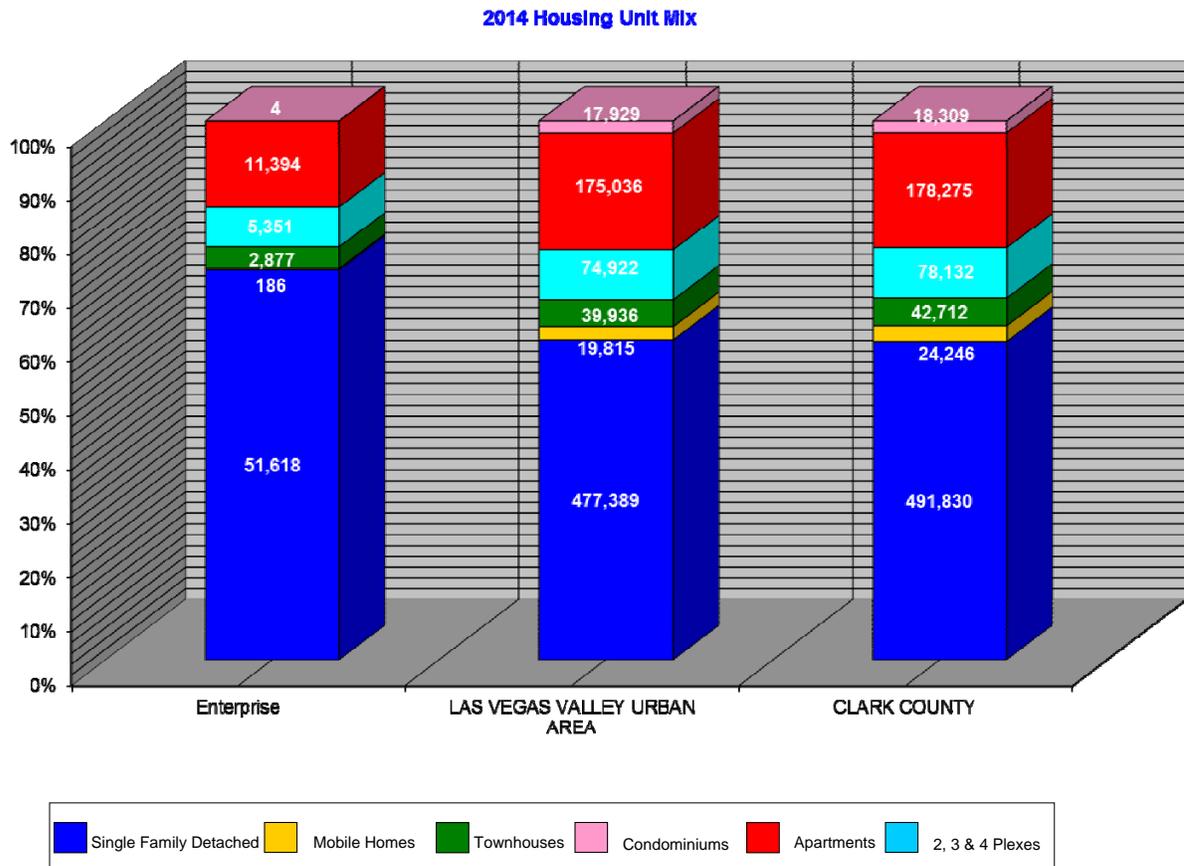
### Distribution of 2014 Clark County Population by Jurisdiction



## Housing Mix

There are several housing types tracked in Clark County, these include: Single Family Detached (includes real property manufactured homes), Mobile Homes (manufactured homes not converted to real property), Townhouses, Condominiums, Apartments, and 2, 3 and 4 Plex Units

The figure below shows the housing mix for Enterprise differ somewhat when compared to the Las Vegas Valley Urban Area (LVVUA) and Clark County as a whole. The planning area has very few mobile homes and 2, 3 & 4 plex units and is predominately single family detached dwelling units.



The total housing units in all of Clark County, including cities, were 833,504.

As a percentage, site built, single family homes are the predominant housing type in Enterprise, accounting for 72.3% of housing units, compared to 59.5% in the LVVUA. Apartments are the second most common housing type, at 16.0%, compared with 20.4% in the LVVUA. Condominiums make up 7.5% of housing units, compared with 2.6% in the LVVUA. Townhomes account for 4.0% of housing units, compared with 4.5% in the LVVUA. Manufactured homes make up 0.3%, compared with 3.3% in the LVVUA and plexes account for 0.01%, compared with 9.6% in the LVVUA.

Additional information on population demographics and housing for Clark County can be found in the Population Element of the Clark County Comprehensive Plan. Also, Demographic information is updated annually and can be found on the Clark County Department of Comprehensive Planning website under Demographics.

## **Natural Environment**

Natural environment constraints and issues affect land use and development within Enterprise. The information used for this section was taken from published reports, interviews with service agency representatives, and approved plans.

Natural factors include geologic hazards, flood hazards, and drainage facilities. These factors identify natural features which could affect development in the Enterprise Planning Area.

### **Geologic Hazards**

#### **Soils**

The U.S. Department of Agriculture survey identifies the potential and limitations of soil types. Soils within the Las Vegas Valley are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

Most soils in Enterprise are conducive to construction of buildings. However, there are some areas where soil related corrosion is a concern in Enterprise. Corrosion potential for uncoated steel and concrete could be high within the Drainage Soils. In addition, multi-story level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Clark County Department of Development Services (CCDS) requires on-site soil analysis of proposed development sites in order to provide site-specific information that Soil Survey maps do not show.

#### **Faults**

The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally-insured mortgages and located within 500 feet of a fault. There are several known fault areas in the northeast part of the planning area.

#### **Slopes**

Slopes are an important planning consideration that can highly impact the cost of construction. There are several mountain ranges within the planning area where development may be constrained by existing steep slopes of 12% or greater. Most of the steep slope areas are outside of the established Bureau of Land Management (BLM) disposal boundaries for the towns and cities or within existing conservation areas. If property with a steep slope is to be developed, it should comply with the Design Standards – Hillside Development of Title 30.

Generally, public roads exceeding 12% are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Slopes of 12% or greater may be graded to make it possible for road construction. Development in areas with severe slopes can be very expensive and is not recommended.

Faults, slopes, and material corrosion are only a few points of potential problems which may arise due to development in inappropriate areas. Such problems could be mitigated through planning and more appropriate development choices on those sites.

Additional information on soils, faults, and slopes can be found in the 1967 U.S. Department of Agriculture, Soil Conservation Service Soil Survey, Las Vegas and Eldorado Valleys Area, Nevada; Conservation Element of the Clark County Comprehensive Plan; and the Clark County Geographic Information Systems Management Office (GISMO).

## **Surface Hydrology / Flood Hazards**

Floods are natural events that may become a problem when urban and rural development competes with natural tributaries for use of the floodplain. Land inside of these washes is not suitable for development. The weather and topography of this area contribute to the creation of 100-year floodplains that are capable of causing death, personal injury, and/or property damage. To reduce flood hazards, the Federal Emergency Management Agency (FEMA) requires developments located in the 100-year floodplain to be protected by physical structures and insurance. The physical structures that are used to control flood hazards are drainage facilities. Drainage facilities are man-made structures and include detention basins and conveyance systems. These facilities allow for land to be developed in and around flood zones. Under the federal flood insurance program the level of protection is from a storm that has the probability to occur once every 100 years and to design an area to accept rains and water flow from that type of storm. In the event of a storm greater than the 100 year occurrence than the probability of varying degrees of flooding is to be expected. This is considered an acceptable level of risk for designing a community and meeting federal level of flood protection, thus allowing insurance firms to provide coverage for flooding.

The major wash systems in Enterprise include the Tropicana, Blue Diamond, Duck Creek, and Pittman washes.

Additional information on surface hydrology can be found in the Clark County Regional Flood Control Master Plan; Conservation Element of the Clark County Comprehensive Plan; and Clark County Geographic Information Systems Management Office (GISMO).

## **Flood Control / Drainage Facilities**

The Clark County Regional Flood Control District's (CCRFCD) recommended Master Plan projects are a combination of detention and conveyance structures, designed to detain 100 year flow streams long enough to reduce downstream flows. Information on this program can be found on their web page.

The CCRFCD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures regarding drainage. The agency responsible for enforcing these regulations in the Enterprise Planning Area is the Clark County Department of Development Services. Guidelines for submitting drainage studies can be located on the CCDS web page. Standards for drainage facilities can be found on the Regional Transportation Commission of Southern Nevada (RTC)'s web page.

Although a factor, drainage is not a primary concern when determining land use. Both the CCRFCD's existing and planned improvements and CCDS guidelines allow for land in Enterprise to be developed in and around flood zones.

Additional information on flood control may be found in the CCRFCD Master Plan; Conservation Element of the Clark County Comprehensive Plan; and Clark County Geographic Information Systems Management Office (GISMO).

# **Public Facilities**

## **Parks, Recreation and Open Space**

### **Public Facilities**

Clark County provides a system of public parks, recreation and open space facilities. Public recreation facilities are managed through the Parks & Recreation Department and the Department of Real Property Management. Statistics for parks are separated into four Valley quadrants as well as towns. Enterprise is in the southwest quadrant. Clark County has a goal of 2.5 acres of park land per 1,000 residents for parks in the urban area. This equates to Enterprise requiring approximately 353 acres of parks in 2014.

### **Level of Service**

Clark County has level of service standards for each facility type offered by the department. These standards help in the determination of which facilities and locations are most in need of construction, remodeling and funding. The southwest quadrant level of service is 1.4 acres of park area per 1,000 residents. Additionally, the 2014 Enterprise level of service is .8 acres of park area per 1,000 residents, accounting for 15 parks with 139 developed acres. Details of existing Enterprise parks and facilities are listed in the table on the next page.

### **Private Recreation Facilities**

There are private parks, common areas and leisure facilities in Enterprise. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. There are private golf courses in Southern Highlands located within the Enterprise Planning Area and Rhodes Ranch, which is northwest of Enterprise.

### **Land Use Considerations**

The Clark County Parks, Trails and Open Space Report contains policies relating to the location of parks in the county. Overall, as the population increases in Enterprise and other areas of the Valley, more parks and ancillary facilities will be needed. For more information on parks, recreation and open space, please contact the Clark County Parks & Recreation Department or the Advanced Planning Division of the Department of Comprehensive Planning.

<b>Enterprise Existing Parks</b>				
<b>Park</b>	<b>Year</b>	<b>Location</b>	<b>Acres</b>	<b>Available Facilities</b>
Doc Johnson Rose Garden Park	2007	Somerset Hills/Southern Highlands	2	open turf, picnic areas, playground, rose gardens
Exploration Peak Park	2007	Buffalo/Gomer	24	picnic areas, playground, splash pad, walking paths, hiking trail, horseshoes, open turf, volleyball, swings, festival area
Goett Family Park	2002	Starr Hills/Southern Highlands	4	basketball court, playground, splash pad, walking path, open turf, picnic area
Inzalaco Park	2004	Shinnecock Hills /Salernes	5	playground, walking path, open turf, picnic area
Jimmy Pettyjohn Park	2005	Southern Highlands/ Valley View	2	playground, swings, open turf areas, picnic area, walking path
Mountains Edge Regional Park	2014	Mountains Edge Pkwy/Buffalo	19	soccer fields, basketball court, outdoor fitness equipment, walking path, playground, picnic areas, bike town, sports wall, garden
Nevada Trails Park	2003	Montessouri /Mardon	10	fitness equipment, playground, basketball court, tennis courts, walking path, open turf, picnic areas
Nathaniel Jones Park	2012	Mountains Edge Pkwy/El Capitan	13	basketball courts, playground, splash pad, open turf, picnic areas, waking path
Silverado Ranch Park	2001 expanded in 2007	Silverado Ranch /Gilespie	22	playground, basketball courts, little league fields, softball field, dog park, horseshoes, skate park, walking paths, picnic areas, open turf
Silvestri Middle School Park	1999	Silverado Ranch /Jack Leavitt	8	softball fields, basketball, open turf (no restroom)
Somerset Hills Park	2005	Somerset Hills/ Valencia Hills	6	playground, splash pad, tennis courts, walking path, open space, picnic area
Southern Highlands Dog Park	2007	Cactus/Jones	1	dog runs, open turf, pavilions (no restroom)
Stonewater Park	2004	Stonewater/ Goett Golf	7	walking path, open turf areas , picnic area (no restroom)
Western Trails Park	2005	Warm Springs/ Cameron	6	playground, horseshoes, open turf, walking path, picnic areas, fire pit, swings
Western Trails Equestrian Park	2008	Warm Springs/ Cameron	10	riding arena, dressage arena, round pens, equestrian riding trails
<b>Total Developed Park Acreage</b>			<b>139</b>	

## **Libraries**

The Las Vegas-Clark County Library District (LVCCLD) plays an important role in unincorporated Clark County, the City of Las Vegas, the City of Mesquite and parts of Henderson and North Las Vegas through 25 urban, suburban and rural branches. The library district is funded through property taxes, sales taxes and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the Las Vegas Library District and the Clark County Library District had been operating as one consolidated library system since 1973.

The provision for library services does not restrict the growth or land uses in Enterprise. Population growth will lead to higher circulation numbers for the existing system. More facilities may be needed to keep up with the level of service adopted by the LVCCLD.

Currently, the LVCCLD serves the planning area with two libraries: 1) the Enterprise Library located on the southeast corner of Shelbourne Avenue on Las Vegas Boulevard South, and 2) the Windmill Library located on the north side of Windmill Lane, just west of Rainbow Boulevard. The Enterprise Library has a conference room, meeting room, study room, story time room, a gallery and Wi-Fi access. The Windmill Library has a meeting room, study rooms, story time room, separate computer labs for adults and young people, a Young People's Library, an art gallery and Wi-Fi access. There is potential for a future library located at Cactus Avenue and Jones Boulevard. For more information, contact the LVCCLD.

## **Schools**

Clark County School District (CCSD) provides public educational services to the entire County covering 8,060 square miles. It is a separate governmental entity from Clark County and divides the County into five regions. Under state law, each county in Nevada has one school district responsible for K-12 education. The school district is funded by local sales taxes, property taxes, state funding and other sources. In the 2014-15 school year there were 318,040 students in 357 schools in Clark County. There are 20 elementary schools, 8 middle, and 6 high schools that service the Enterprise Planning Area. See Table below for more details.

## Existing Schools Serving Enterprise Planning Area

<i>Elementary Schools</i>			
<u>Name</u>	<u>Location</u>	<u>Name</u>	<u>Location</u>
Alamo	Eldorado & Torrey Pines	Hummel	Cimarron & Le Baron
Bass	Rancho Destino & Cactus	Jydstrup	Reno & Duneville
Beatty	Bermuda & Pebble	Reedom	Cimarron & Pyle
Cartwright	Maryland & Silverado Ranch	Ries	Lindell & Le Baron
M. Earl	Reno & Torrey Pines	Schorr	Placid & Starr
Fine	Cougar & Torrey Pines	Steele	Mann & Eldorado
Forbuss	Grand Canyon & Ford	Stuckey	Chartan & Star Hills
Frias	Jones & Starr	G. Ward	Hacienda & Tamarus
Gehring	Maryland & Silverado Ranch	Wiener, Jr.	Eldorado & Bermuda
Hill	Eldorado & Bermuda	Wright	Silverado Ranch & Tomsik
<i>Middle Schools</i>			
<u>Name</u>	<u>Location</u>	<u>Name</u>	<u>Location</u>
Canarelli	Windmill & Torrey Pines	Schofield	Wigwam & Spencer
Cannon	Euclid & Oquendo	Silvestri	Maryland & Silverado Ranch
Faiss	Fort Apache & Arby	Tarkanian	Lindell & Pyle
Sawyer	Rainbow & Hacienda	Webb	McCullough Hills & Reunion
<i>High Schools</i>			
<u>Name</u>	<u>Location</u>	<u>Name</u>	<u>Location</u>
Del Sol	Patrick & McLeod	Liberty	Bermuda & Chartan
Desert Oasis	Rainbow & Cactus	Sierra Vista	Cimarron & Robindale
Durango	Rainbow & Hacienda	Silverado	Pebble & Spencer

### Future School Sites

The CCSD has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. Other future school sites are included on the Land Use Map.

### Fire Protection

Public safety is of vital importance to every citizen and visitor in Clark County and is one of the most fundamental and valuable services provided by government. The key factor in minimizing loss of life and reducing property damage is the ability to quickly deliver sufficient personnel and equipment to the site of the fire or emergency medical incident. Therefore, it is critical for fire units to have the lowest possible response time to when emergencies occur. Response time encompasses the travel distance required to get to the site and the availability of personnel and equipment to respond.

The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Enterprise. The Table below is a list of existing Fire Stations within or in close proximity to the Enterprise Planning Area.

<b>Clark County Fire Stations Serving Enterprise</b>	
<b>Station Number</b>	<b>Location</b>
11	5150 Las Vegas Boulevard South
21	5015 W. Oquendo Road
24	7525 Dean Martin Drive
29	7530 E. Paradise Road
34	8675 W. Oquendo Road
38	1755 Silver Hawk Avenue
65	3825 W. Starr Avenue
66	7929 Mountains Edge Parkway

Fire Station 13 only responds to McCarran International Airport calls. Also, the City of Henderson has one station in the proximity of the Enterprise Planning Area. Henderson 89 is located at 891 Coronado Center Drive.

The Clark County Urban Fire Protection Services Element (adopted January 4, 2000) defines where new stations will be located. This also approved the funding, construction, and operating costs of one fire station per year through 2010. At this point in time, there are four proposed fire stations to be built in Enterprise. The four proposed stations are Fire Stations 30, 37, 39, and 60.

More dense or intense land uses should not occur outside fire response areas. CCFD service delivery should be taken into account when new developments are proposed in areas where proposed fire stations are not yet built. Additional information on fire response, risk, and operations can be found in the Clark County publication “Standards of Coverage” as well as visiting the Fire Department web. For more information about the City of Henderson Fire Department go to their website.

## **Police**

### **METRO**

The agency responsible for providing police protection in the Enterprise Planning Area is the Las Vegas Metropolitan Police Department (METRO). METRO was formed by the Legislature in 1972 by merging the Clark County Sheriff’s Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding METRO. For more information, contact METRO.

## **Transportation**

### **Street Network**

The Enterprise Planning Area has a surface transportation network that is somewhat consistent with a series of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses with traffic distributed throughout the network.

The right-of-way width and functional class for the Freeway, Arterial and Collectors in the Enterprise Planning area are consistent with the adopted Clark County Transportation Element and Clark County Public Works design criteria. All Capital Improvement Projects (CIP's) are planned, designed and constructed by Clark County Public Works.

There are three regional roads and one railroad line within Enterprise. Interstate 15 is the primary north/south route for the planning area. State Route 160 and Interstate 215 serve as the major east/west routes for the planning area.

### **Mass Transit**

The RTC is currently involved in the process of developing a Long Range Transit Plan. The purpose of this plan is to analyze and prioritize practical transit alternatives and identify future transit corridors. This long range plan may ultimately have an effect on some of the arterial systems within the Enterprise planning area.

Additional information on transportation and transit projects and issues can be found from Clark County Department of Public Works and from RTC.

### **Federal / County Facilities**

A United States Department of Commerce weather station is located at Dean Martin Drive and Mesa Verde Lane on Department of Aviation (DoA) property.

### **State Facilities**

#### **Nevada Highway Patrol (NHP)**

The 1949 Nevada Legislature created the NHP by consolidating the Nevada State Police, Inspectors from the Nevada Public Service Commission and several Inspectors from the Nevada Department of Taxation. On July 1, 1949, the Nevada Highway Patrol Division was created within the Nevada Public Service Commission. These officers were directed to act as field agents and inspectors in the enforcement of the State laws as they pertained to Nevada highways. Today the duties range from enforcing the laws on the highways to operating the State's criminal history repository. The NHP Southern Command is located at 4615 West Sunset Road. For more information, contact NHP.

#### **Military**

The National Guard Readiness Center is located at the northwest corner of Silverado Ranch Boulevard and Arville Street. Per state law, any land use request within 3,000 feet of this facility will be forwarded to the unit commander for comment.

# Utilities

## **Electric Service**

NV Energy (formerly Nevada Power) provides electricity to Enterprise through a series of major and minor service lines. NV Energy has the ability to supply existing and future development through their expanding system. There are no constraints on land use associated with electrical facilities in Enterprise at this time, other than incompatible uses directly adjacent to major facilities. NV Energy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NV Energy and individual developers.

For more information, contact NV Energy.

## **Solid Waste**

All communities in the Enterprise Planning Area have curbside pick-up provided by Republic Services which is under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in the Northeast Planning Area of Clark County.

All solid waste in Enterprise Planning Area goes to the Apex Landfill located northeast of the Las Vegas Valley. There is a Transfer Station, located approximately 1.5 miles south of Enterprise, just west of the Sloan Exit from Interstate 15. There are no Convenience Centers or Landfills located in Enterprise.

More information on solid waste in Clark County is available in the Conservation Element of the Clark County Comprehensive Plan.

## **Natural Gas Service**

### **Transmission**

Southwest Gas (SWG) has several natural gas pipelines through the Enterprise Planning Area.

### **Service**

Southwest Gas (SWG) provides natural gas service to Enterprise through a series of major and minor service lines. SWG has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with natural gas facilities in Enterprise at this time, other than incompatible uses directly adjacent to major facilities. Southwest Gas is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between Southwest Gas and individual developers.

For more information, contact SWG.

## **Other Service**

The CalNev Pipe Line Company operates a pipeline in the Planning Area. This pipeline handles gasoline, diesel fuel, and jet fuel that are used to meet the needs of the Las Vegas Valley.

## **Water Service**

### **Municipal Water**

The Las Vegas Valley Water District (LVVWD) provides water to Enterprise through a series of service lines, reservoirs and pressure zones. The water district has the ability to supply existing and future development through their expanding system. In most instances, service line expansion is co-terminus with development. There are some service constraints on land use associated with the water supply facilities in Enterprise at this time. Some of Enterprise is undeveloped resulting in large areas of the planning area being unserviceable for potable water at this time. Developers have the responsibility for adequate water services to new development.

The Enterprise Planning Area is within the Colorado River Basin. This basin is divided into 27 hydrographic areas. The areas applicable hydrographic area for this plan is the Las Vegas Valley (Basin 212).

For future expansion plans and a history of the water district, contact the LVVWD.

### **Community and Private Wells**

There are two community public water systems in the Enterprise County Planning Area. Both are located south of St. Rose Parkway and east of Interstate-15. The Wellhead Protection Report for the Clark County Comprehensive Plan discourages certain uses within 3,000 feet of these wellheads to reduce potential contamination of the water supply. Some areas of Enterprise developed before public water service. These areas have private wells. Community and private wells are regulated by the Nevada State Engineer.

Contact the Nevada Department of Conservation and Natural Resources for more information about well.

### **Water Reclamation Service**

The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service. Contact CCWRD for more information about: future expansion plans, operations information or a history of the CCWRD.

The main facility is located at the east end of Flamingo Road. An ancillary facility is located at Desert Breeze Park near Flamingo Road and Durango Avenue. The Desert Breeze Water Resource Center is a joint project between CCWRD and the LVVWD. This facility supplies non-potable reclaimed water to golf courses and green belt areas for use in lieu of potable water. The remaining waste material from this center is then transported to the main facility at Flamingo Road through the regular sanitary sewer line for final processing.

Established neighborhoods within Enterprise that operate on individual sewage disposal systems (septic systems) are regulated by the Southern Nevada Health District (SNHD). Contact SNHD for more information about septic systems.

## **Land Use Considerations**

### **Historic Sites and Places of Interest**

Currently, there is one significant historic site located in Enterprise. The Arden Historic District has been designated an Area of Critical Environmental Concern (ACEC) by the Bureau of Land Management in their “Las Vegas Resource Management Plan and Final Environmental Impact Statement.” This area has been set aside for future study of the old Arden railroad construction encampment site. Section 202(c)(3) of the Federal Land Policy and Management Act of 1976 directs BLM to give priority to designation and protection of areas of critical environmental concern. These areas contain significant physical, cultural, or biological values that are more than locally significant and warrant special management attention to prevent their degradation or loss. For more information contact the Bureau of Land Management at the Las Vegas Field Office.

For more information about the Nevada Historical Markers program go to the State Historic Preservation Office. For more information about National Historical Places and Historic Landmarks contact the National Park Service.

### **Zoning**

Title 30, the Clark County Unified Development Code, is the implementation tool of the Comprehensive Plan of Clark County. It is adopted under the authority of Chapter 278 (Planning and Zoning) of the Nevada Revised Statutes (NRS). It sets forth the regulations that govern the subdivision, use, and/or development of land, divides the county into Zoning Districts, and sets forth the regulations pertaining to such districts. To review the current zoning or obtain other information regarding a specific parcel go to Clark County GIS Department.

### **Major Projects**

There are three Major Projects within the Enterprise County Planning Area.

- “Mountain’s Edge” is between State Route 160 (Blue Diamond Road) and Starr Avenue (alignment) and between the Rainbow Boulevard (alignment) and Fort Apache Road (alignment).
- Portions of “Rhodes Ranch” also exist within the Enterprise Land Use Plan in Sections 17 and 18 north of State Route 160 (Blue Diamond Road).
- “Southern Highlands” is located west of Interstate-15 between St. Rose Parkway and Cactus Avenue.

### **Cooperative Management Area (CMA)**

The CMA was established in 1992 to define land uses that are compatible and incompatible with McCarran International Airport and its associated aircraft operations, and as a result has implications for future land uses within the CMA. The Southern Nevada Public Land Management Act (SNPLMA) of 1998 transferred approximately 5,226 acres of federal land to

Clark County. Under the terms of the SNPLMA, only land uses deemed compatible with the CMA will be permitted on those lands acquired by Clark County.

Ideally, much of the CMA should develop as a multi-use employment and activity center for office, light manufacturing, service, and retail uses. As defined by the McCarran International Airport's Airport Environs Overlay District (AEOD), residential uses are incompatible with high levels of aircraft noise. Therefore, residential uses are not encouraged within the CMA. Residential land uses within the CMA are only used to address existing residential land uses and residential zoning, and residential land uses may not occur on deed restricted parcels or be within the AE-70 Airport Overlay Noise Zone (or greater). The following uses are deemed incompatible by the Cooperative Management Agreement and are prohibited on the parcels acquired from the BLM. Incompatible uses may include, but are not limited to:

- Residential Uses of any Density
- Transient Lodging (hotels, motels, resorts, trailer parks, etc.)
- Hospitals
- Churches
- Care Centers and Nursing Homes
- Concert Halls, Outdoor Sports Arenas and Auditoriums
- Group Quarters
- Amusement Parks
- Zoos
- Schools

It is also important to note that the land use limitations imposed by the CMA apply only to those properties acquired by Clark County. All privately owned properties within the CMA may be developed in accordance with the adopted Enterprise Land Use Plan and applicable Clark County land use regulations.

### **Public Facilities Needs Assessment (PFNA)**

The Public Facilities Needs Assessment (PFNA) was approved by the Board of County Commissioners (BCC) on January 2, 2001. The planning area for the PFNA is located in the Southwest portion of the valley in predominantly undeveloped Community District 3 area. The BCC established the PFNA to off-set the infrastructure costs that would be required to develop in the PFNA. Major projects within Enterprise including Pinnacle Peaks, Mountains Edge, Southern Highlands and a small portion of Rhodes Ranch have been approved with a negotiated Development Agreement in lieu of the standardized PFNA. In order for these major projects to develop, extensive infrastructure had to be brought into this area at the expense of each project. In order to ensure that smaller projects meet the same public infrastructure standards that the Major Projects are providing (including regional parks, police stations and fire stations), the smaller projects have been required to comply with the Southwest Las Vegas Valley Public Facility needs Assessment Report.

A result of the use of the PFNA was the need for the creation of a Standard Development Agreement. The Standard Development Agreement enables the county to be consistent in its

requirements for infrastructure assessments by using a fixed ratio of assessments for each development. The use of the Standard Development Agreement provides an alternative opportunity for the developer and the county versus the use of individually negotiated development agreements.

### **Conservation, Study and Management Areas**

There are multiple BLM wildlife conservation, study, and management areas in the Enterprise planning area.

There are two BLM wildlife conservation study/management areas or Areas of Critical Environmental Concern (ACEC) located in the southwest corner of Enterprise. Approximately nine (9) sections of Enterprise are included within the Desert Tortoise Conservation Management Area (also known as Desert Tortoise Conservation Center ACEC) and an additional section and a half of Enterprise are included in the Arden Historic Sites ACEC. BLM ACEC sites are locations where special management attention is needed to protect and prevent irreparable damage to important historical, cultural and scenic values, natural systems or processes and to protect human life and safety from natural hazards. The Desert Tortoise Conservation Management Area is a habitat relocation site for desert tortoise and the Arden Historic Sites ACEC has been set aside for significant cultural and historic importance that contains a 10 mile long pipeline project constructed in 1905 to supply water to steam engines. There are also other historic sites in the designated area.

Many federal and state agencies follow environmental laws and policies. In 1995, Clark County adopted a Multiple Species Habitat Conservation Plan (MSHCP). Clark County, as Plan Administrator and on behalf of our fellow permittees: the cities of Las Vegas, Henderson, North Las Vegas, City of Boulder City, Mesquite and the Nevada Department of Transportation (NDOT), is responsible for compliance with the federal Endangered Species Act, compliance with a Section 10(a) (1) (B) incidental take permit (ITP), and for implementing the MSHCP. The MSHCP's 10(a)(1)(B) ITP covers all non-Federal (private, municipal, State), lands within Clark County and NDOT activities within Clark, Nye and Esmeralda Counties south of the 38th parallel and below 5,000 feet in elevation.

The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30, Sections 30.32 and 30.80). The ITP requires a mitigation fee. This fee is used to implement the MSHCP.

Additional information on soils, faults, and slopes can be found in the Multiple Species Habitat Conservation Plan; Task One: Existing Conditions, Comprehensive Plan for Clark County Nevada; Conservation Element, Clark County Comprehensive Plan; and Clark County Geographic Information Systems Management Office (GISMO).

## **Overlay Districts**

Additional information about overlay districts is located within Title 30.48.

### **Airport Environs Overlay District**

The purpose of this overlay is to comply with Federal Aviation Administration (FAA) regulations by providing for a range of uses compatible with airport accident hazard and noise exposure areas. The Airport Environs are generally located in the southwest portion of Enterprise and along St. Rose Parkway in Section 34.

### **Cooperative Management Agreement (CMA) Area Design Overlay**

Currently north of Warm Springs Road Sections 1 and 2 within Township 22 South and Range 60 East are within this design overlay. The CMA Design Overlay District was established to encourage and promote a high level of quality developments to produce a stable environment in harmony with existing and future development and protect the use and enjoyment of neighboring properties.

### **Gaming Enterprise District (GED)**

The GED identifies the areas for potential expansion of gaming activities and to identify those areas not suitable for gaming, avoiding incompatible development with residential, schools, or place of worship uses and developments from resort hotels and the impacts associated with such intense uses. This overlay typically includes property along the Las Vegas Boulevard Corridor.

Although not an official overlay district, The Las Vegas Boulevard Corridor is 1,500 feet on both sides of the right-of-way. This helps determine which sites might be eligible for the Gaming Enterprise District (GED).

### **Mixed Use Overlay District**

The purpose of the Mixed Use Overlay District is to encourage a diversity of compatible land uses, including a mixture of residential with at least one or more of the following: commercial, office, educational, institutional, and other appropriate urban uses. This is generally located along Interstate-15 and Blue Diamond Road within Enterprise.

### **Residential Neighborhood Preservation**

This was established to ensure that the character of rural and other residential development is preserved. In Enterprise there are several of these overlays dispersed throughout the planning area.

## **Sustainability**

Quality of life for Clark County's residents is dependent upon the availability and use of natural resources. On December 4, 2007 the Board of County Commissioners passed the Eco-County Initiative Resolution to address quality of life in Clark County through sustainability. As referenced in the resolution, "In a sustainable state, consumption of resources is in balance with nature's ability to replenish them." Working groups initiated by the resolution put together a report that was received by the BCC in October 2008. Seven principal areas were included for sustainability: air quality, water, land use/habitat protection, waste reduction/recycling, transportation, green building, and energy use. Although these policies were originally intended to address Clark County government practices, a strong recommendation of the report was to educate and engage the public and community partners in order to have greater positive impact on addressing sustainability in Clark County. Participation in sustainable practices by everyone in Clark County will make things better for the community. These areas of focus are included here to help educate and encourage broad involvement in practices that will help to sustain our community.

### **Air Quality**

The Department of Comprehensive Planning incorporates land development and zoning principles to promote sustainable development in Clark County. These include: promoting Transit Oriented Development (TOD) within 1,320 feet walking distance from existing and proposed transit; addressing cumulative impacts of development and mixed uses; improving the jobs/housing balance; facilitating alternative modes of transportation; and placing high-polluting facilities away from residential, schools, hospitals, and parks.

The Department of Air Quality and Environmental Management is charged with monitoring air quality components and enforcing air quality regulations throughout Clark County. They currently monitor for CO (carbon monoxide), O<sub>3</sub> (ground-level ozone) and PM<sub>10</sub> (suspended particulate matter of 10 microns or less in size). They issue air permits for power plants, chemical plants, dry cleaners, commercial buildings and gas stations. They administer a program with incentives to replace gasoline powered lawn mowers with cordless electric mowers (gas mowers emit as much pollution as 40 new or late-model cars operating over the same time period). They process more than 380 dust control permits each month and monitor active permits.

In order to reduce emissions and emit cleaner exhaust, Clark County Department of Finance's Automotive Services, the Regional Transportation Commission, Las Vegas Valley Water District and Clark County School District utilize alternative fuel vehicles, hybrid vehicles, CNG vehicles, hybrid diesel-electric propulsion, bio-diesel and hydrogen powered vehicles in their fleets.

### **Water**

In the desert, water is the most valuable resource. Clark County acquires nearly 90% of its water from the Colorado River. Conservation and wise use of this resource are essential. Over that past several years, Clark County has implemented a number of practices to ensure an adequate supply of water for the community, including adoption of the Southern Nevada Water Authority

Drought Plan. Among other things, this plan applies outdoor watering restrictions and restrictions on the amount and location of turf in new construction.

The Department of Parks and Recreation has installed MAXICOM master valves and flow sensors in all urban Clark County parks, that adjust watering to weather conditions. They have also replaced 286,000 square-feet of turf in many traffic medians and have a high priority to replace all turf in medians. In Sunset and Desert Breeze parks, 647,000 square feet of grass has been replaced with drought-resistive landscape materials. Since 2003, 277,000 square feet of turf has been removed from 5 athletic fields. New park designs aim to further reduce water consumption. These practices have reduced the annual water use by approximately 92 million gallons. When their Water Conservation Action Plan is fully implemented it will save over 250 million gallons of water annually over previous practices.

Southern Nevada Water Authority has a Water Smart Landscapes Rebate Program that helps property owners convert turf to xeriscape, by providing \$1.50 for each square foot of grass they replace with water-efficient plants. This has reduced significantly the amount of water used in landscapes. They also provide coupons to reduce the cost of pool covers, irrigation rain sensors and Smart Irrigation Controllers, which adjust watering based on weather conditions.

Clark County Water Reclamation District (WRD) supplies reclaimed water to five community golf courses. This saves on water pumping, treatment costs and reduces the need for fertilizer. They supply reclaimed water to the playing fields and landscape of Silver Bowl Park. All WRD facilities are irrigated with reclaimed water. Reclaimed water is used as a coolant at a number of power generation plants in Clark County. And reclaimed water is available in some areas of Clark County for use by contractors for dust control.

## **Land Use / Habitat Protection**

Sprawling growth and inadequate open space protection can lead to an imbalance in meeting community needs and maintaining a high quality of life. There are a number of ways that help to keep a good balance. During the past five years, the Board of County Commissioners have adopted land use plans and made changes to Title 30 to address appropriate use of resources and reducing the impact to the natural environment. The Mixed Use Overlay District ordinance is designed to encourage more urban development and alternative housing options where transit is in place or planned. This compact form of development reduces demand for land beyond the urban / suburban core and is increasing in demand as households have decreased in size.

The Clark County Federal Lands Program provides for ongoing coordination between the county and the six federal land management agencies that administer land in Clark County. The Trails Program facilitates development of a recreational trail system which connects the urban and rural areas of Clark County.

The Desert Conservation Program administers conservation programs that benefit native species and ecosystems.

## **Waste Reduction / Recycling**

Clark County and other public agencies actively participate in the waste reduction and recycling. This practice helps to extend the life of the regional landfill at APEX. Products that can be reused or recycled and do not end up in the landfill contribute to sustainability and better quality of life.

Republic Services, Inc., provides curbside recycling to Clark County residents, but it is not mandated. As more people actively participate, the life of the landfill will be extended and the need to use more land for a landfill will be reduced.

## **Transportation**

Traffic congestion results in costly delays and wastes natural resources. An over-reliance on automobiles also leads to low-density and intensity land use patterns which can consume precious land and create habitat fragmentation. In a sustainable community, citizens have access to affordable, effective and reliable public transportation. The Transportation Element of the Comprehensive Plan encourages an integration of roads, mass transit, bicycle and pedestrian paths. The Regional Transportation Commission of Southern Nevada operates the Citizen Area Transit (CAT), including the Metropolitan Area Express (MAX) system (a hybrid between bus and rail systems), which provides affordable, effective and reliable transportation to a growing number of riders.

Regular road maintenance is essential to keeping the transportation system sustainable. Clark County Public Works uses a number of means to extend the life and improve levels of road service, including, slurry seals, grinding of deteriorating streets to recycle as a new base-layer for asphalt paving, crack sealing to prevent deterioration of street surfaces, pothole repair, street sweeping to reduce air and water pollution and construction of the 215 beltway and widening projects to help traffic movement.

## **Green Building**

Green buildings are energy efficient, water conserving, durable, and nontoxic, with high-quality spaces and high use of recycled-content materials. Green building practices result in operating cost saving, enhanced building comfort and life, and reduced use of natural resources. The United States Green Building Council (USGBC) has developed the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ to certify buildings at four levels of certification. Certification is based on site selection, water and energy efficiency, indoor air quality, material choices, and innovative design.

The Department of Comprehensive Planning has been encouraging the use of LEED compliant designs in new construction throughout Clark County. The Real Property Management Department is evaluating the benefits of adopting LEED building guidelines for new county facilities and existing structure retrofits which will result in cost savings. The Southern Nevada Water Authority has directed all its departments to incorporate the use LEED framework when designing new buildings or retrofitting existing structures.

## **Energy Use**

Most energy used in Clark County is produced by burning nonrenewable fossil fuels such as coal, petroleum, and natural gas. This impacts air quality. In a sustainable community, energy use is efficient and comes from clean, renewable resources such as solar, wind and other emerging technologies, whenever possible.

Clark County has developed the Clark County Sustainable Energy Report, which provides a high level of analysis and recommendations for use of alternative energy sources. Some of the renewable energy sources currently operating or proposed in Clark County include: Solar One, the third largest solar plant in the world generating 64mW as of June 2007; Nellis PV System, a 15mW photovoltaic system at Nellis AFB which supplies 25% of the energy used at the base; and the Clark County Government Center Demonstration Project, a conceptual 30mW photovoltaic system which could be installed at the Government Center. It is anticipated that all County buildings developed in the future will be using these new technologies and systems.

There are also an number of practices being used in Clark County buildings to reduce energy use including: automatic building temperature controls, retrofitting traffic lights with LED (Light Emitting Diode) lights, replacing high mercury vapor street lights with high pressure sodium lights, and reducing the wattage and numbers of lights used in government facilities.

# Chapter Two – Issues and Opportunities

## Issues and Opportunities

There are a number of issues affecting existing and future land uses within the Enterprise Planning Area. Some of these issues include the need of more areas for single family residential and industrial uses, and limited development because of Disposal Boundaries and Community Districts. The impact of Non-Conforming Zone Changes also affected development patterns of the community and how certain areas of Enterprise are planned.

### **Growth**

Between 2000 and 2014, the population of Enterprise grew from approximately 21,951 to 176,567 people (704%) and it is one of the fastest growing Planning Area in unincorporated Clark County. The entire Las Vegas Valley and Enterprise in particular has seen a large demand for housing. Due to its larger amounts of vacant land, Enterprise has seen the brunt of this development. The demand for entry-level, single family development has caused a lack of housing diversity in the area. The growth rate of Enterprise has exceeded the rate of development of public facilities and infrastructure. Extension of sewer and water lines, road construction, school and park development and freeway expansions are ongoing throughout many areas in Enterprise. Land Use Map changes in this plan will create a more diverse housing mix in Enterprise. Half acre and estate lots are being protected, while Residential Low Density (3.5 units per acre) development areas are being added. Additionally, there are more opportunities for Residential Suburban Density (8 units per acre) development, Residential Medium Density (3-14 units per acre) development and Residential High Density (8-18 units per acre) development. Existing land uses, impacts to public facilities and transportation corridors have been accounted for through the planning of these higher density uses in appropriate locations,. Map changes will also result in additional Commercial, Office Professional and Business and Design/Research Park uses within the Cooperative Management Area.

### **Commercial Relocation**

The Commercial Tourist corridor along Interstate-15 has been enhanced. The Commercial Tourist category allows for commercial, office, mixed use, and higher density residential uses. This area is planned for hotels, casinos, commercial uses, tourism, mixed uses, apartments and condominium development. This helps to discourage single family residential land uses along Las Vegas Boulevard and adjacent to Interstate 15 and Industrial Road. The development of this area will bring commercial development to the southern portion of Enterprise, where these services are needed.

### **Mixed Use Development**

In Enterprise, mixed use projects which are located west of I-15 have generated the concern of nearby large lot single family residents. Of primary concern are the location, density, size and the mix of uses of the proposed projects. Mixed use is defined for the purposes of this plan as, “the development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or

entertainment, in a compact urban form.” There appears to be support for the live/work type of projects along the Blue Diamond Highway corridor, but very little support for the more intense and dense type of projects. The mixed use goals and policies help to guide the development of mixed uses in Enterprise by making sure that they are compatible with adjacent development and ensuring that adequate public facilities exist prior to their development.

## **Planned Warehousing and Manufacturing Land**

A strategic analysis of Southern Nevada’s economy provided indicates there is a need for more affordable land of at least ten acres in size planned for warehousing and manufacturing uses. As land values have increased in the Las Vegas Valley it has forced light industrial uses to the outskirts of the Las Vegas Valley and heavy industrial out of the valley altogether. This in turn has increased the cost of operations for several businesses and potentially limits the economic business growth of the Valley.

## **Disposal Boundary and Community District Limitations**

The southwestern portion of the land use plan has public and private lands not in the current BLM disposable boundary. Combined with the fact the area is designated Community District 3/6, future zone change requests consistent to the color of the land use map would still have to proceed with the Non-Conforming Zone Change process. To reduce future limitations on Enterprise development, the disposal boundary line could be moved to accommodate future growth. However, this requires Federal Government legislation to be passed and will take some time to be completed if this approach is taken.

## **Availability of Wells for Future Development**

The Enterprise Planning Area is within an area the Las Vegas Valley Water District designated as the “Las Vegas Valley Oversizing Areas Map and Projected Urban Water Service Boundary”. Lots within this area could be required to be at least 40,000 square feet in area to be developed on a private well. This could further impact the absorption rate of the vacant RNP lands since several of the areas are not in proximity to municipal water or sewer lines.

## **Non-Conforming Zone Changes**

Zone Boundary Amendments are non-conforming when the zoning district being requested is outside of the range of densities and intensities permitted in the land use category or when the change being requested is in conflict with the Community District Element. Enterprise has received applications for Non-conforming Zone Changes since the last plan update. These Non-conforming Zone Changes have been the cause of several of the changes to the land use map.

Non-conforming Zone Changes can result in areas developing in unexpected ways from those planned. This often will have a significant impact on public facilities such as schools, police, fire, transit and transportation. These zone changes can be controversial and may lead to dramatic changes in existing neighborhoods.

Title 30 now requires all Non-Conforming Zone Boundary Amendments for the Enterprise Planning Area without an established Development Agreement to be received for accumulative concerns not normally received as a single application, have a pre-application conference, a neighborhood meeting with public hearings at the Planning Commission (PC) and Board of

County Commissioners (BCC). In addition a Non-Conforming Zone Boundary Amendment under Title 30 has submittal restrictions for two years after the adoption of a land use plan.

## **Land Use Implications Southeast of Interstate-15 and St. Rose Parkway**

The West Henderson Land Use Plan could create more intense land uses adjacent to the currently planned Rural Neighborhood parcels in Enterprise. Since Clark County does not have the ability to provide infrastructure to support more intense development in the area, the Enterprise Land Use Plan will maintain the Rural Neighborhood designation. Those properties would have an opportunity to develop more intensely but would have to seek infrastructure and services from the City of Henderson which might require annexation.

## **Challenges in Enterprise**

There are a number of challenges affecting existing and future land uses within the Enterprise Planning Area. Some of these include appropriate uses adjacent to Residential Neighborhood Preservation (RNP) areas and deed restricted federal land within the Disposal Boundary.

### **Compatible Uses Adjacent to Areas of Critical Environmental Concern**

There are two Areas of Critical Environmental Concern (ACEC) in southwestern portion of Enterprise. The Arden Historic Sites ACEC and the Desert Tortoise Conservation Management Area. Projects near the boundary have the potential to greatly impact Bureau of Land Management's (BLM) ability to properly manage the sites. These projects should have a buffer between more dense urban development and these environmentally and culturally sensitive lands. Low density development is recommended by the BLM and the Nevada Fish and Wildlife Service that does not have road access to the conservation sites. These uses should back onto the ACEC to discourage access and minimize illegal dumping and off-highway vehicle (OHV) usage. Several policies should be added to future plans to help minimize the impact from future development.

### **Rural Neighborhood Preservation Areas**

Over the years, a number of rural estate properties, on half acre or greater lot sizes, have developed in pockets dispersed throughout the planning area. The pattern of development was, in some measure, influenced by the Bureau of Land Management land sales many years ago. A checkerboard pattern of private and publicly owned land is prevalent throughout many of the areas that have developed into rural neighborhoods. Some of those who purchased property years ago bought with the intention of building a home. Others bought land and continue to hold them as an investment (so those private properties sit vacant). These neighborhoods are experiencing growth pressures, partially because of the vacant land intermixed with the houses.

Creating viable Rural Neighborhood Preservation (RNP) areas is important. These areas develop at a much slower rate than other areas in the valley, with generally only a few homes built each year. In order to protect these slower growing areas, it is essential that compatible developments are built adjacent to them. In many instances, RNP areas contain a mix of estate lots and ranch

style lots with livestock. This requires designs that are sensitive to these diverse neighborhoods, as well as neighbors who recognize that others have the right to develop their property.

In periods when the value of land in the Las Vegas Valley has increased it has dramatically affected existing RNP neighborhoods. Many of the people who bought properties in these areas and left it vacant are now seeking a return on their investments. Others who have existing homes within the RNP have experienced an increased pressure to sell in the past few years. Due to the changing character in many of the existing RNP areas, some residents choose to sell. In addition, when vacant land in the area is purchased, the land prices have been so high that requests for higher density development often follow as a means to recoup the cost of the land prices. Another issue is that as land values increase, so do property taxes. As these taxes increase there is an incentive for those with limited incomes to dispose of these properties. The number of homes being built in these areas has also decreased.

One of the issues in several RNP areas is publicly owned land that is deed restricted. The large publicly owned vacant parcels within these neighborhoods do not permit any residential development. This results in public lands having to be developed with commercial, office or industrial uses versus remaining vacant – which can lead to trash dumping, unplanned trails and vehicle paths being established and other problems. In some of these areas, part of the public land is being developed into parks with equestrian trails. However, as long as these vacant, deed restricted parcels exist within the RNPs this issue will continue to persist.

Another issue facing RNP neighborhoods is the provision of water and sewer services. Many RNP areas are on septic systems, which act as a measure to prevent higher density development. However, with the development of water and sewer services near these areas, the pressure to develop at higher density within an RNP is enhanced. Additionally, several of the RNP neighborhoods are located adjacent to transportation corridors such as Blue Diamond Road. Others are in areas where freeway interchanges have been developed, for example Silverado Ranch, and Cactus Ave. The development of these traffic corridors increases the pressure for higher density development and also conflicts with the rural character of the RNP neighborhoods.

Several map changes and policy additions have been added to the Enterprise Land Use Plan that aid in the creation and sustaining of viable RNP neighborhoods. Additional policies have been added within the plan that address design and use compatibility adjacent to RNP areas. However, as long as growth and the demand for medium density, single family residential development persists, the most effective protection for RNP neighborhoods is to increase their rate of development.

### **Uses adjacent to Residential Neighborhood Preservation (RNP) areas**

The past land use planning trend used the Office Professional (OP) land use category along collector and arterial streets to buffer Residential Neighborhood Preservation (RNP) neighborhoods. After all the plans have implemented this policy and five years have passed, it has been determined the buffer to RNPs needs to once again be addressed. There is an excess of OP land in the County with very little of the land actually being developed. Of the land

developed, several of the properties have not been successful. The Enterprise Land Use Plan should incorporate more dense residential development (possible multiple family) or more intense commercial uses to act as buffers where appropriate. If these more intense and dense land uses are built adjacent to RNP areas, the properties should be heavily scrutinized for architectural and use compatibility to the RNPs. Another approach would be to amend Title 30 allowing for a greater variety of uses in the C-P zone.

### **Cooperative Management Agreement (CMA) Design Overlay**

Sections 1 and Sections 2 of Township 22 South Range 60 East north of Warm Springs Road are within this design overlay. There are several design criteria in this overlay that restricts lighting and building mass while encouraging cross access to adjacent developments. In previous land use approvals the Enterprise Town Advisory board has suggested some of these designs on projects not within the current overlay. The Board of County Commissioners could consider an expansion to the Cooperative Management Agreement (CMA) Area Design Overlay to include all of the Enterprise Planning Area to address this within the unified development code.

### **Cooperative Management Agreement (CMA) Deed Restrictions**

The Cooperative Management Area (CMA) was established in 1998 when Federal land within the area was conveyed to Clark County. The CMA boundary outlines the primary airspace used for aircraft traffic to and from McCarran International Airport. At the time of the conveyance, there were many privately owned parcels intermixed with the Federal land. Only the parcels that were federally held at the time had deed restrictions placed on them to not allow any residential development and limits certain other types of uses. The surrounding private parcels did not have the deed restrictions applied. Many of these deed restricted parcels are adjacent to established residential uses. This area, with deed restricted parcels scattered throughout, creates unique challenges to establishing a land use mix that serve all the needs of the community.

Due to new sound studies and a BLM agreement being terminated, there were two opportunities, one in 2013 and one in 2014, for CMA property owners to apply to have some deed restrictions lifted. This applied to areas outside the AE-60 boundary and was based on property owners paying the fair market value difference between the original purchase price and new appraised values which considered more uses as acceptable. A number of property owners applied and had restrictions lifted. This has opened up more land to residential and other uses that were previously restricted. Going forward, as land is sold by the County in these areas, outside the AE-60 boundary, less restrictive deeds will apply.

Special goals, policies and restrictions are included in the land use plan to ensure that development on restricted land is compatible with the CMA. All land within the CMA boundaries, deed restricted and non-restricted, totals approximately 20,543 acres, but only 6,719 acres is in the Enterprise Planning Area.

Development in this area should incorporate the design guidelines of the CMA Design Overlay District in Title 30. The intent is to encourage and promote a high level of quality developments that will produce a stable environment in harmony with existing and future development and protect the use and enjoyment of neighboring properties.

The land uses planned for the CMA are intended to be compatible and complement each other, any adjacent existing or planned land uses, and any natural or man-made features. The same land use categories are used in the CMA as in the rest of Enterprise. A few additional policies help to further define the specific issues and limitations of the Cooperative Management Area.

There are some RNP areas with BLM land that have this restriction. Since the land cannot be developed as residential it might be in the best interest of the community to plan these properties with some other designation.

## **Transportation**

Enterprise is a planning area facing many transportation issues. Enterprise has several areas that face traffic congestion. Due to the rate of development in this area, various transportation improvement projects are planned or underway which address this congestion. Additionally, several improvement projects are proposed for the future. The Las Vegas Beltway (I-215) and Interstate-15 (I-15) will be widened and/or improved in some areas and a future interchange is being planned for at Starr Avenue.



# Chapter Three – Land Use Categories & Map

## Land Use Categories

The following land use categories should be used along with the applicable goals and policies to assist in providing a guide for land use decisions.

### **IMPORTANT NOTE:**

The coded areas are general categories of planned land uses. Each category has a range of densities or intensities of uses. The designations do not guarantee that a specific parcel will be approved for a particular zoning classification, density, or intensity of land use in the future.

All residential categories allow a range of densities beginning at 1 dwelling unit per 10 acres up to the highest density indicated by the category. Final approval of density will, in part, consider the subject site as well as adjacent existing and planned land use densities and intensities. **THE STATED MAXIMUM DENSITIES AND INTENSITIES IN NO WAY OBLIGATE THE COUNTY TO APPROVE DEVELOPMENTS AT A GIVEN DENSITY OR INTENSITY INCLUDING UP TO THE MAXIMUM. IT SHALL BE THE OBLIGATION OF THE DEVELOPER TO SHOW, THROUGH SOUND LAND USE PLANNING PRACTICES AND EXCEPTIONAL SITE AND BUILDING DESIGN, THAT APPROVAL OF A DENSITY OR INTENSITY UP TO THE MAXIMUM IS WARRANTED.**

Designs for all land use categories should take into consideration the goals and policies of this plan and demonstrate compatibility with existing and planned adjacent land uses.

In order to classify, regulate, and segregate the use of land, buildings and structures, and restrict the height and bulk of buildings, Clark County is divided into many zoning districts which allow a range of densities, uses, and intensities.

## **A Note on Planned Unit Development (PUD)**

The purpose of a planned unit development (PUD) is intended to maximize flexibility and innovation in residential development by utilizing area-sensitive site planning and design to achieve a desirable mixture of compatible land use patterns that include efficient pedestrian and vehicular traffic systems and streetscapes, enhanced residential amenities, and allowances for the provision of usable open space.

The PUD shall minimize adverse impacts on surrounding property. The Commission or Board is not obligated to automatically approve the level of development intensity or density requested for the PUD, but is expected to approve only such level of density or intensity that is appropriate for a particular location. The Commission or Board may require, as a condition of approval, any condition, limitation or design factor which will promote proper development and the use of effective land use transitioning.

## **Open Land**

The Open Land category designates areas to provide for permanent open space in the community; to prevent irreversible environmental damage to sensitive areas; and to deter development in areas with highly limited availability of public services and facilities; or severe natural constraints (i.e. areas with 12% or greater slope). Lands are primarily in public ownership. For lands in private ownership, residential uses up to 1 dwelling unit per 10 acres are allowed. Grazing, open space, and recreational uses may occur. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Open Space (O-S) and Public Facility (P-F).

## **Residential Rural [up to 0.5 dwelling (du)/1 acre (ac)(up 0.63 du/ac with an approved PUD)]<sup>1</sup>**

Residential Rural (up to 0.5 du/ 1 ac) designates areas where the primary land uses are large lot, single family residential. Single family detached dwellings generally occupy lots at least two acres in size and have limited access to public services and facilities or have severe natural constraints. Septic system and well usage is common. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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<sup>1</sup> Residential Rural – A request for .51 to .63 dwelling units per 1 acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

The category includes the following zoning districts: Rural Open Land (R-U) and Public Facility (P-F).

### **Residential Agriculture (up to 1 du/ac)**

Residential Agriculture (up to 1 du/ac) designates areas where the primary land uses are large lot, single family residential. Single family detached dwellings generally occupy lots at least one acre in size and have limited access to public services and facilities. Septic system and well usage is common. This category also includes areas where the primary land use is commercial farming, including but not limited to: crop production and raising livestock (not open range grazing). Typically, the agricultural areas are irrigated and cultivated, with single family detached dwellings and outbuildings as associated uses. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), and Public Facility (P-F).

### **Rural Neighborhood Preservation [up to 2 du/ac (a PUD is not allowed)]**

The Rural Neighborhood Preservation category allows a maximum of 2 dwelling units per gross acre. The Rural Neighborhood Preservation category is intended to protect areas within the Las Vegas Valley that are already developed and rural in character, from encroachment by more intense development. The predominant residential life-style is single family homes on large lots, many including equestrian facilities. Multiple family dwellings are not appropriate. Local supporting public facility uses are allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), and Public Facility (P-F).

### **Rural Neighborhood [up to 2 du/ac (up to 2.5 du/ac with an approved PUD)]<sup>2</sup>**

The Rural Neighborhood (up to 2 du/ac) category allows a maximum of 2 dwelling units per gross acre. The predominant housing type in Rural Neighborhood (up to 2 du/ac) is detached single family residential development at low densities. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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<sup>2</sup> Rural Neighborhood – A request for 2.01 to 2.5 dwelling units per acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), and Public Facility (P-F).

### **Residential Low (up to 3.5 du/ac)**

Residential Low (up to 3.5 du/ac) allows a maximum of 3.5 dwelling units per gross acre. Public infrastructure and service availability affect the intensity and density within this category. The predominant housing type in Residential Low (up to 3.5 du/ac) is single family detached development. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in the category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), Suburban Estates Residential (R-D), Suburban Estates Residential PUD (R-D PUD) and Public Facility (P-F).

### **Residential Suburban [up to 8 du/ac (up to 10 du/ac with an approved PUD)]<sup>3</sup>**

The Residential Suburban (up to 8 du/ac) category allows a maximum of 8 dwelling units per gross acre. Public infrastructure and service availability affect the intensity and density within this category. The predominant housing type in Residential Suburban (up to 8 du/ac) is single family residential detached development. Multiple Family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Suburban Estates Residential (R-D), Rural Estates Residential (R-E), Single Family Residential (R-1), Medium Density Residential (R-2), Manufactured Home Residential (R-T), and Public Facility (P-F).

### **Residential Medium [from 3 du/ac to 14 du/ac (up to 16 du/ac with an approved PUD)]<sup>4</sup>**

Residential Medium (from 3 du/ac to 14 du/ac) allows a maximum of 14 dwelling units per gross acre. The Residential Medium (from 3du/ac to 14 du/ac) category allows for single family uses and residential planned development. It is appropriate for single family attached, but not multiple family housing. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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<sup>3</sup> Residential Suburban – A request for 8.01 to 10 dwelling units per acres may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

<sup>4</sup> Residential Medium – A request for 14.01 to 16 dwelling units per acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

The category includes the following zoning districts: Suburban Estates Residential (R-D), Single Family Residential (R-1), Medium Density Residential (R-2), Residential Urban District (RUD), and Public Facility (P-F).

### **Residential High (from 8 du/ac to 18 du/ac)**

The Residential High (from 8 du/ac to 18 du/ac) category permits a range of up to 18 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, town houses, and low density apartments. Density ranges within this category are dependent on development and design. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Medium Density Residential (R-2), Manufactured Home Residential (R-T), Residential Urban District (RUD), Multiple-Family Residential (R-3), and Public Facility (P-F).

### **Residential Urban Center (from 18 du/ac to 32 du/ac)**

The Residential Urban Center (from 18 du/ac to 32 dwelling units/per acre) category permits a range of up to 32 dwelling units per acre. This category allows a variety of housing types including single family, residential multiplexes, town houses, and apartments. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Multiple-Family Residential (R-3), Multiple-Family Residential (high density) (R-4), and Public Facility (P-F).

### **Residential High-Rise Center (greater than 32 du/ac)**

The Residential High-Rise Center (greater than 32 du/ac) category allows high density/intensity residential, supporting commercial and office professional uses. This category allows for mixed and vertical mixed uses when located in activity centers or along major transportation corridors. Public facility uses are also allowed in this category.

The category includes the following zoning districts: Multiple-Family Residential (R-3), Multiple-Family Residential (high density) (R-4), Apartment Residential (R-5), and Public Facility (P-F).

## **Office Professional**

The Office Professional category applies to areas where the primary uses are low intensity business and professional services and accessory service uses. With appropriate mitigation and design criteria, this category may provide a good buffer between higher intensity land uses and residential land uses. Typical uses include offices where medical, legal, financial, day care services and other business/professional services are performed. Accessory commercial uses are appropriate when associated with the principal use. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office Professional (C-P), and Public Facility (P-F).

## **Commercial Neighborhood**

The Commercial Neighborhood category allows low to medium intensity retail and service commercial uses that serve primarily local area patrons, and do not include more intense general commercial characteristics. Examples include neighborhood shopping centers, banks, restaurants, hardware stores, and other similar retail and service uses. Developments should be sized to fit the surrounding neighborhood. This category also includes offices either singly or grouped as office centers with professional and business services. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks. Commercial Neighborhood uses should be developed as nodes or centers and not configured in a “strip commercial” pattern.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), and Public Facility (P-F).

## **Commercial General**

The Commercial General category allows medium to high intensity retail and service commercial uses that serve primarily regional area patrons, and include more intense general commercial characteristics. Examples include shopping malls, banks, restaurants (with alcoholic consumption), taverns, hardware stores, and other larger retail and service uses. This category also includes offices either singly or grouped as office centers with professional and business services. Public facility uses are also allowed in this category. Commercial General uses should be developed as nodes or centers and not configured in a “strip commercial” pattern.

The category includes the following zoning districts:, Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), General Commercial (C-2), and Public Facility (P-F).

## **Commercial Tourist**

The Commercial Tourist category designates areas for commercial establishments that primarily cater to tourists. The predominant land uses include casinos, resorts, hotels, motels (greater than three stories), recreational vehicle parks, time shared condominiums, amusement or theme parks. Planned hotel/resort gaming establishments are restricted to the Gaming Enterprise Overlay District as defined by Title 30 (Unified Development Code). Public facility uses are also allowed in this category.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), General Commercial (C-2), Recreational Vehicle Park (R-V-P), Apartment Residential (R-5), Limited Resort and Apartment (H-1), and Public Facility (P-F).

## **Major Development Project**

The Major Development Project category is most often applied to areas outside of the Community District 2 Boundary as referenced in Clark County's Community District Element. It indicates areas where land uses of greater densities than two residential units per acre are considered premature and/or inappropriate unless guided by the County's Major Projects Review Process. This process is designed to accommodate the timely and comprehensive review of projects and their impacts to the local community. Details of the Major Projects are found in Title 30, the Clark County Development Code.

Some areas located outside of Community District 2 have been planned with a specific land use category. Although these areas have been planned, they are still considered premature for urban development unless they are developed in accordance with the County's Major Projects Review Process or the Community District 2 boundary is amended to include these areas.

## **Business and Design/Research Park**

The Business and Design/Research Park category applies to areas where commercial, professional or manufacturing developments are designed to assure minimal impact on surrounding areas. Major uses in the category include research and development, incubator businesses, food sales and distribution, postal and data processing centers, vehicle sales and repair (inside), and general non-hazardous warehousing. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Office and Professional (C-P), Designed Manufacturing (M-D), and Public Facility (P-F).

## **Industrial**

The Industrial category applies to areas of industrial use and provides areas for new and existing industrial development in proximity to major transportation facilities. These uses should be reviewed for safety and aesthetics reasons when they adjoin other uses. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Designed Manufacturing (M-D), Light Industrial (M-1) and Public Facility (P-F).

## **Heavy Industrial**

The Heavy Industrial category applies to areas of industrial use and provides areas for intense industrial operations and development in proximity to major transportation facilities. These areas are generally located outside the Las Vegas Valley for safety or nuisance reasons. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Designed Manufacturing (M-D), Light Industrial (M-1), Industrial (M-2) and Public Facility (P-F).

## **Public Facilities**

The Public Facilities category allows public parks and recreational areas such as public and private golf courses; trails and easements; drainage ways and detention basins; storm water control facilities; and any other large areas of permanent open land. Public Facilities include governmental building sites and complexes, police and fire facilities, noncommercial hospitals and rehabilitation sites, schools, and other uses considered public and quasi-public such as libraries, clubs, religious facilities and other public utility facilities.

Suggested zoning district would include: Public Facility (P-F).

## LAND USE MAP

The land use map was developed through a process of community meetings and interaction with stakeholders, and the Enterprise Town Advisory Board. The map reflects the planning area's community character along with the vision, opportunities, and goals.

The process for developing the Enterprise land use map development included but was not limited to the following:

- The map was examined against existing conditions, and current zoning. This illustrated development trends that differed from the original land use map.
- Issues, opportunities, and land use goals and policies were used to develop criteria for map changes within the planning area.
- The old land use plan map was converted to a set of standardized land use categories approved by Board of County Commissioners.
- Additional changes were made from the suggestions of the Technical Advisory Group (TAG) or second open house.



**See Land Use Map**

# Glossary

The following general definitions were developed to assist in using the Land Use Plan:

**100-year-flood event** – A flood caused by a high intensity storm that is defined by the National Flood Insurance Program as, “a flood level with a 1 percent or greater chance of being equaled or exceeded in any given year”.

**Areas of Critical Environmental Concern (ACEC)** – Areas within public lands where special management attention is required to protect and prevent irreparable damage to important historical, cultural, or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.

**BLM (Bureau of Land Management)** – The BLM is an agency of the federal Department of the Interior responsible for administering a majority of the federal lands in Clark County. BLM’s policies on lands include a variety of public uses, conservation, resource management, and realty actions.

**Buffering** – Transitional land or space that is used between different or incompatible land uses and is often accomplished with landscaping (see Title 30).

**Community District Element** – The Community District Element of the Clark County Comprehensive Plan provides a framework for identifying lands for urban expansion based on infrastructure availability and provision. The Element divides Clark County into six geographic districts, each of which has development guidelines for appropriate land uses and densities. The Community District boundaries are shown on the Enterprise Land Use Map.

**Compact Building Design** – Encourages buildings to grow vertically incorporating structured rather than surface parking, so communities can reduce the footprint of new construction, and preserve more open space.

**Compatible** – Land Use categories, zoning districts, and/or land uses capable of existing together in harmony.

**Cooperative Management Area (CMA)** – An area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land Management, located to the west and south of McCarran International Airport, the boundaries of which are defined by aircraft departure flight corridors and the 60 DNL noise contour. Most Clark County owned property within the CMA is subject to the terms of the Southern Nevada Public Lands Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations.

**Curb Cuts** – Access points that are used as entrances/exits of parking areas onto a street or any other type of right-of-way.

**Disposal Boundary** – The land disposal boundary that identifies developable land within Clark County. It was established by the Southern Nevada Public Lands Management Act of 1998 and can be amended only through action of the United States Congress. Its purpose is to promote an orderly method of land disposal between public and private stakeholders. Limiting factors to this boundary include: federally designated lands, slope, environmentally sensitive lands, cultural resources, and buffers for these areas.

**Housing** – Includes but is not limited to, apartments, condominiums, townhomes, manufactured housing, duplexes, multiplexes, single family dwellings, etc.

**Incidental Take Permit (ITP)** – This allows a lawful removal of a protected species from its habitat to permit the development of a site.

**Infill** – The development or redevelopment of vacant or underutilized land in economically, physically static or declining areas.

**Land Use Plan** – A document that is used to guide development in a defined area of Clark County. A plan brings together information about community values, land use trends, public services, the natural environment and other factors and makes recommendations regarding future land uses in the area. Land use plan categories, maps and goals and policies serve as important guides for future zoning and land use decisions.

**Leapfrog Development** – Development which is not contiguous to existing utilities, streets and/or other public infrastructure.

**Mixed Use Development (MUD)** – The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.

**Neo-traditional** – Development that promotes neighborhoods having a mix of uses, a variety of housing types inter-connecting streets and open space. The goal is to integrate live, work and play activities all within walking distance linked with mass transit.

**Off-site Circulation** – The movement of pedestrians and/or vehicles off the project site. Off-site circulation patterns normally affect site design.

**Pioneered Road** – An unimproved road developed/established without County approval.

**Planned Unit Development** – A tract of land which is developed as an integrated unit under single ownership or control, which includes two or more principal buildings, and where specific requirements of a given zoning district may be modified.

**Planning** – The process through which communities prepare for future development. Through a process involving professional planners, service providers, elected officials, other

public officials, and the general public, goals for the future are established and policies are developed to assist in the accomplishment of those goals.

**Public Access Portion** – That portion of the facility or project which has been designed for use by the general public.

**Quasi-public** – To some degree; in some manner public; examples include: electrical substations, water facilities, places of worship, schools, and hospitals.

**Spot Zoning** – Reclassification of an isolated parcel of land which is detrimental or incompatible with the existing or planned uses of the surrounding area, particularly when such an act favors a particular owner.

**Streets** – Include all arterial, collector and local streets as defined by Section 52.30 of Title 30.

**Strip Commercial** – Intensive commercial use of properties, that are independently owned, abutting a right-of-way and configured in a linear pattern. Additionally, strip commercial is not developed in accordance with a coherent development plan that addresses project design issues such as: unified signage, unified architecture, shared parking and circulation systems, and coordinated ingress and egress points.

**Structural Best Management Practices** – Accepted structural methods for controlling non-point source pollution as defined by the 1977 Clean Water Act: may include one or more conservation practices.

**Title 30** – This is the current “Clark County Unified Development Code”.

**Traditional Development** – Compact mixed use neighborhoods where residential, commercial and civic buildings are within close proximity to each other.

**Transitional Land Uses** – Land uses that consist of placing uses of intermediate density or intensity between two incompatible uses. An example is placing an urban residential development between a residential suburban development and a neighborhood commercial development.

**Workforce Housing** – Multiple and single family housing near employment centers where the housing unit does not consume more than 30 percent of the household’s income (for rental) or is affordable to households making 80 percent of the median income for the zip code that it is located in.

**Xeriscape** – A method of landscaping that minimizes water consumption while creating a vibrant landscape. It follows seven basic principles, which are proper planning and design, soil analysis and improvement, functional turf areas, appropriate plant selection, efficient irrigation, mulching and appropriate maintenance.

**Zoning** – A set of regulations, districts and administrative procedures governing the use of land. Zoning is the tool used to implement the goals and policies of a land use plan. A zoning ordinance contains many specific land use districts, whereas a land use plan utilizes categories which describe generalized ranges of appropriate land uses, each containing several zoning districts.